



# Georgia Wing News

## Autumn 2004

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### Safety Initiatives Within Each Unit

Col. Don Greene, CAP  
Commander, Georgia Wing

The Staff Assistance Visit (SAV), conducted by the Air Force in August, discovered that our safety program is not viable and needs work. To have a safe environment requires the efforts of everyone.

A couple of factors come to mind that may help keep us safe. One is that we must be continuously aware of situations that are dangerous to us and keep our work place safe. Number two is LUCK! Luck we can never depend on because there is that ever present - "BAD LUCK." We can, however, take measures to help ensure a safe environment.

Our operational missions in CAP are by nature very dangerous. Flying at low altitudes searching for missing aircraft or searching for ELTs that keep us very busy in the early morning hours have their own unique dangers. Ensuring that our aircraft are safe to operate is essential for mission accomplishment. Using preflight checklists and checking the aircraft log books for squawks are some of the ways to help us operate in a safe environment. Pilots should ensure that they are properly released to fly a mission and that the crew is qualified by documentation to fly in the mission. Vehicles can be as dangerous as aircraft if not properly maintained, inspected and operated. Drivers are responsible for safe operations while driving and to ensure the vehicle is safe before he or she gets behind the wheel.

Safety is a serious issue that each of us must address each day. Use your best judgment in each situation. A serious and mature approach to our safety is needed for a successful operation in any mission of Civil Air Patrol. Take all suggestions seriously, have everyone watch for potential trouble and report problems immediately.



Photo submitted by 1Lt. Steve Bass

**Wing Aircraft Stage for Mission Ops at November 2004 SAREX in Macon.**

## Wing Hot Topics

By Lt Col David Blubaugh, Vice Commander, GA Wing

It is my pleasure to write an article for this, our initial edition of the Georgia Wing Newsletter. I hope that each member of the Wing will jump at the chance to view and enjoy this new publication. It is the first GAWG newsletter produced in many years and I daresay there are very few members who were around back when we had the last one!

Technology has changed significantly since then and with that change, we now have the ability to produce an online document that has color photos, graphics, and even hyperlinks that will make it more enjoyable and more informative while at the same time, not cost all of us a lot of money to produce, print, and distribute. I applaud the efforts of our Wing Public Affairs officer and your editor, Captain Tonya Boylan.

Producing this document is a lot of work and many woman-hours. And, it will only be as good as the articles and photos submitted for it. I strongly encourage every unit in the Wing to submit articles and photos on a regular basis. Tell us what is going on in your unit and send us photos. Also, tell us what you want to hear about and see in this newsletter. I feel that every member of this Wing should feel free to provide a personal opinion and also submit questions or topics that he or she wants to see covered. What a great avenue for that! So, I would ask that you email the editor with anything on your mind. She can sort those and get them to the correct division of Wing for a response in the next edition.

Membership Frustration is my next topic. I realize that many of you often express such thoughts as, "Why are they changing this?" or "What are they doing to us now?" Sound familiar? Yeah, I thought it would! I was at the squadron level once too, so I can relate. Well, here are my thoughts on this: I think it's important for every member to understand and accept that it is the nature of this organization to continually change. Most often it is from the top that we are told how to change things at the bottom. I know it is frustrating for all of you because it is for me, too. My recommendation: don't let yourself get frustrated by the process. Accept it and know that you are doing your part to make the program work, whether you agree with it or not. Civil Air Patrol, as a quasi-military organization and a federal government-chartered organization, spends tax-dollars. Granted, not very many of them, but just the same, every citizen has the right to know that there is appropriate oversight when tax-dollars are being spent. I often tell units I visit that CAP has changed more in the last five years than in perhaps all of its history. Just try to be flexible and work with the system.

Now, for an update on things at *YOUR* Wing HQ, from my perspective. First of all, know that we have a dedicated staff working here on your behalf. I can assure you of that. Sure, mistakes happen, miscommunication occurs and paperwork gets lost. However, your Wing staff tries hard to make things work the best they can. I hope that future issues will cover all divisions within the HQ. For now, I want to touch on a couple of initiatives in the areas I oversee. One area is aircraft maintenance. Another is Form 108 reimbursements.

### Aircraft Maintenance:

The maintenance staff and I are working very hard to get this situation straightened out and we are making significant headway. The Wing's financial state is much better now than it was a year ago. We are spending a lot of money to get and keep aircraft fixed. That is, we are getting items fixed when they break and not deferring repairs until the next inspection.

We are reorganizing the maintenance tracking system to ensure that every aircraft is complying with all aspects of CAPR 66-1. Our crew chiefs are taking an active role in the maintenance of their respective aircraft. My special thanks to Lt. Col. Don McBride and Lt. Col. Meg Blubaugh for their work at Wing and to each of your crew chiefs for all they are doing to get this area fixed for good!

Every pilot needs to continue doing their part by taking pride and care while operating these airplanes. Many of these aircraft are 20 years old. It is extremely expensive to maintain these aircraft given their age and the cost of parts and labor. When mechanicals occur it is important to follow the appropriate procedures so the repair process can begin. These procedures must be followed to maximize reimbursement from Air Force maintenance monies.

In the near future, when new procedures are established, they will be published and placed in each aircraft's binder. This procedure will detail exactly what must be done before flying an aircraft with inoperative components. This will protect you, the Pilot In Command, by ensuring you are in compliance with Federal Aviation Regulation 91.113.

(**Wing Hot Topics** , continued from page 2)

Recently, we changed the policy on VOR checks. They are now to be done every flight day, whether you are instrument rated or not. The Air Force requires us to keep our aircraft certified for IFR flight with a current VOR check. Frequently aircraft sit for many days, if not weeks, without flying. Therefore, a VOR check to be done every day the aircraft flies. Many other Wings have a similar policy including our neighbor TNWG.

### **Financial Processing and Form 108 Reimbursement:**

1Lt. Steve Bass processes all Emergency Services-related Form 108. He is doing a great job of reorganizing the reimbursement process. You will no longer need to wait as long as previously for reimbursement. A system is now in place which allows you to check the status of your reimbursement on the Wing website. If there is a discrepancy, notify Wing.

We continue to examine ways to expedite this process. Many GAWG members may not be aware that we do not receive monies from USAF until many weeks after Wing has reimbursed its members. Funds are available at Wing for this necessary expense but proper documentation and timeliness are vital to this process.

While on this subject, kudos to your entire Wing Finance Team for their efforts. They work tirelessly to crank out literally hundreds of checks every Tuesday night. They are: Major Carol Sims, Major Al Cerqueda, and Lt. Col. Shirley Arnold.

Well, that's about it for this issue. Enjoy and tell us what YOU want to hear! Spread the word to other members about this publication. We want this to reach every single member.

### **Communications Survivability**

By Capt. Robert Belcher, CAP, Director, Communications

There is an extremely good article describing what happened to communications systems in Florida after the most recent Hurricane Season. It can be accessed at:

[http://mrtmag.com/mag/radio\\_miracle/](http://mrtmag.com/mag/radio_miracle/) .

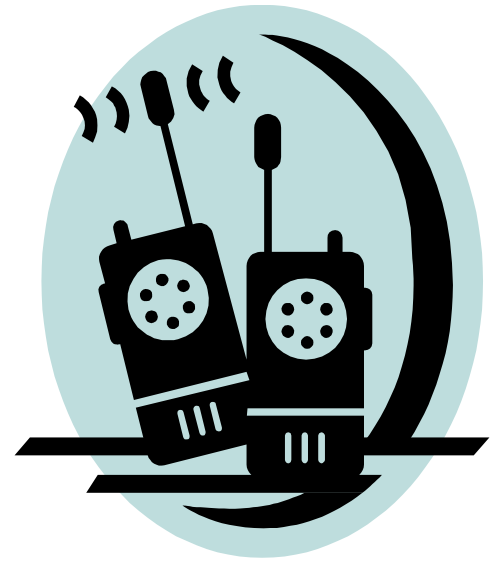
The three most important paragraphs are these...

Indeed, the fiber-based wire line networks of Sprint and BellSouth in the affected areas failed after the batteries used to provide backup power to the systems were drained in the aftermath of the power outages. And that proved to be problematic for many wireless carriers such as Nextel, which depends on landline T-1 and T-3 connectivity to backhaul its signals.

With all commercial-based forms of voice communications down, the public-safety land mobile radio (LMR) systems provided the only way for rescue workers and recovery crews to coordinate their efforts.

"Private industry is in no way ready to handle the needs of public safety in situations like this," said Paul Winter, radio communications manager in Charlotte County, where Hurricane Charley first hit. "If we would have relied on them, we would have had a catastrophic loss of life and infrastructure because we would have had nothing [with which to communicate]."

This shows the importance of both the HF-SSB and VHF Repeater Networks are so important to our internal communications capability... survivability in an emergency.



## ES Qualifications and MIMS

By LTC Joe Knight, III, GAWG DOS

Several important topics need to be discussed for Georgia Wing members participating in Emergency Services. Three issues of particular import loom on the horizon: the change from renewal through mission participation to renewal through the completion of a skills review, the difference between validation and approval, and finally the basic idea that only qualifications reflected in MIMS are valid.

For years, once a member qualified in a specialty, all he needed to do to remain qualified was participate in one mission every two years in that specialty or a superior one in the same progression. When National Headquarters introduced the system of numbered tasks, they added the requirement that you complete a select number of tasks, called Mission Essential Tasks. The current system is a further evolution along these same lines. The new requirement is that every three years the member undergo a comprehensive skills review for the specialty in question under the supervision of a qualified evaluator. Once again only the highest specialty in a series needs to be evaluated, i.e., a Ground Team Leader Check will also cover UDF and all levels of GTM. This change is a familiar idea to our Mission Pilots, since it greatly resembles the CAPF 91 check ride; indeed for them the two are one and the same. Some specifics are still pending from National Headquarters, such as who may serve as an evaluator and the specific mechanics of the evaluation and its reporting.

Another issue that constantly comes up in meetings around the wing is the difference between Validation and Approval. While the two words have the same basic meaning in the English language they do not have the same meaning in the context of MIMS. Approvals cover whole achievements, and currently only achievements in Emergency Services, i.e. qualifications. Approvals occurs first at the unit level and then at wing, and are quite visible in MIMS, both for the member, with the Orange "Approval Pending" and the commander with the red "Approvals Awaiting" on the front page of E-Services. Another key difference is that approvals cannot be overstepped, that is only personnel at the unit level can perform the initial approval. In contrast validations cover specific tasks i.e. ones CAPF 5 or medical and mostly apply to Pilot Qualifications and not ES, excepting General ES. Also, and perhaps most importantly, validations are not transparent. A commander must go into MIMS, click on the Validate Tasks link at the top, and then go into the validation screen to see what is pending. Therefore, when a member enters data that requires validation into the system, it is important the he notifies his commander because commanders do not receive warnings when validations pending.

Another critical issue that cannot be overstated, is that MIMS is the law of the land. *Georgia Wing has not published a supplement to the contrary.* You are not a current CAP Pilot, Incident Commander, Ground Team Leader, or anything else unless the qualification is reflected in MIMS. It is important that members check their MIMS records often to insure that what they think they are, they indeed are. This can be done by going into e-Services, clicking on Personal ES and Pilot Task Data Entry (Task Level), on the left hand side of the screen, and looking at the Matrix it presents. If a member notices a discrepancy, he or she should contact their Operations or ES Officer and begin working the issue. This applies to all Emergency Services and Pilot qualifications.

Any questions related to these issues should be directed to Lt. Col. Joseph L. Knight, III, GaWg DOS at [DOS@GAWG.CAP.gov](mailto:DOS@GAWG.CAP.gov). One final note, please do not send individual CAPF 108s to Wing Headquarters. CAPF 108s should be received as part of the mission package. Please mail them to the IC or project officer, as instructed. Do not forget to include a copy of the CAPF 104.

## HELP WANTED! HELP WANTED! HELP WANTED! HELP WANTED!

Georgia Wing is seeking to appoint a new position, a Chief Ground Team Leader for the Georgia Wing. This individual will have three responsibilities: coordinating the implementation of the new renewal by skills check process for Ground Team Members, Leaders and UDF personnel; encouraging the expansion of Georgia Wings Ground Teams beyond their traditional geographic centers; and finally supervising the UDF training program current in the early stages of development. It would not be necessary for the member to leave their unit and transfer to Georgia Wing headquarters as this can be regarded as an additional duty. Anyone interested should contact me at the following e-mail: [JOEKNT@AOL.com](mailto:JOEKNT@AOL.com) or by phone at: 770-961-0113 or 770-823-1581. Please include a copy of your CV or resume with pertinent experience. Thank you for your continued support of CAP and its three missions.

LTC Joe Knight, III, GAWG DOS

## UNDERSTANDING MISSION ADMINISTRATION

By 1Lt. Steve Bass, CAP, Mission Administration Officer, Georgia Wing

CAP Form 108 is Civil Air Patrol's key to requesting reimbursement for necessary expenditures incurred during training exercises or actual missions. Surprise! CAP can mean "Come and Pay!" but sometimes you can be paid back! What information do you, as a member of Georgia Wing, need to know about the reimbursement process and how do you learn more?

As Mission Administration Officer, it is my job to pour through all of the forms generated in a training exercise or actual mission, and figure out who gets reimbursed, and what amount to reimburse. Some of my goals in Mission Administration have been to streamline the reimbursement process, make Mission Admin more accountable to the members, and help those who have questions about the process.

Our first improvement in Mission Admin was to place time constraints upon the CAPF 108. When I took this position, I felt that the members would appreciate being able to expect when the reimbursement process, once initiated, would come to fruition. It seemed that the members had to wait too long for reimbursement, and would not really know when or how to inquire about their money. To address this, we at Wing saw the need to place time constraints on the entire process. We started by requiring those who participated in missions to send in their CAPF 108 to their incident commander or project officer within seven (7) days.

We also placed constraints upon the IC or project officer to have the entire mission packet to Headquarters. The mission packet consists not only of CAPF 108's, but personnel sign-in sheets, vehicle sign-in sheets, and aircraft sign-in sheets. Any person requesting reimbursement must have signed himself or herself into the mission or exercise, as well as the vehicle or aircraft they utilized. One way of approving the CAPF 108 is through cross-referencing these with the sign-in sheets. A CAP Form 108 Guide can be found on the Mission Admin page of the GAWG web site. This Guide will help any member know exactly what is required on the CAPF 108 to be reimbursed. Using this Guide will expedite your reimbursement.

How do you know if a mission or exercise has been received at Mission Admin, and if you are being paid or not? This is probably the most often asked question in this whole process. To make the membership more aware, the Open Missions Log was developed. This Log can be found on the Mission Admin page on the Georgia Wing web. It will list all missions and exercises received at Mission Admin, whether it has been submitted to Wing Finance, who actually generates the checks and sends them out, and all the names of those approved to be reimbursed.

To assist those who have a question about a reimbursement amount or why a reimbursement was declined, the GAWG Request for Reimbursement Research was developed. In this way, the Mission Admin Officer has a standard method of receiving inquiries. When the research is completed, the Mission Admin Officer will forward a GAWG Reimbursement Research Form to the inquiring member, as well as a copy to the Wing Director of Operations. In this way, the member can feel more at ease that Headquarters is endeavoring to be more accountable to him or her.

As important as we feel our membership is to us, I am sure that this is not the last of our efforts to improve our processes. Watch the Mission Admin web page for further updates and news.

## HELP WANTED! HELP WANTED! HELP WANTED! HELP WANTED!

Georgia Wing is seeking to appoint someone to the new position of Chief Alert Officer. This individual will have three responsibilities: recruiting and training of new alert officers, in concert with the GaWg Webmaster; maintaining and expanding the Georgia Wing Alert System; and finally insuring proper implementation of the Georgia Wing Alert System. It would not be necessary for the member to leave their unit and transfer to Georgia Wing headquarters. This position can be regarded as an additional duty. Anyone interested should contact me at the following e-mail address: JOEKNT@AOL.com or by phone at: 770-961-0113 or 770-823-1581. Please include a copy of your CV or resume with pertinent experience. Thank you for your continued support of CAP and its three missions.

LTC Joe Knight, III

## Aircraft Reporting

By Lt. Col. Ben Stone, CAP

All our aircraft schedulers must realize that it is National Headquarters that sets deadlines for Wings to meet. This requires that Wing staffers have to set earlier deadlines. *We are not "Volunteers." We are unpaid professionals.*

Having said that, I would remind all our aircraft schedulers to “get on the stick” and make sure that the aircraft flight logs and the GAWG Form 5-09 (dated June’04) are **RECEIVED** at Wing Headquarters no later than the 10th of each month. The original flight logs **must** accompany the Form 5-09. National would like to see at least 20 hours per plane per month on each aircraft. There is a space on the first page of Form 5-09 for an explanation of LOW flight hours for the month. This is also required.

That is **YOUR DEADLINE!** Most of you do fairly well, but about 25% of you do not!

REMINDER! Continued tardiness may result in your losing your aircraft to another squadron!

## A Chat With the Chaplain

By Chaplain (Lt.Col.) Willis H. Moore, Wing Chaplain, Georgia Wing

The holidays are just around the corner. You wouldn’t know it for all the retail advertising — which started around the Fourth of July for Christmas!! The actual season brings about stresses and pressures. The extra schedule additions of family mealtimes, office, church, family, and other social gatherings bring about emotional stresses. There are high expectations as well as fears, as families come together for meals, gift giving, and crowded closer than usual physically.

Relationships easily go two ways; they tend to become emotionally tender, or strained relationships tend to become more stressed. This happens across the age spectrum. My caution to both seniors as well as to cadets is to prepare for the season:

- Be intentional as you plan over the next few weeks.
- Whatever your Faith, this is a time to give some extra attention to your faith.
- Make time for family, for dear friends, and make time for yourself.
- Keep your schedule as routine as possible.
- Wait until past the holiday season to make major decisions
- Avoid entering into a relationship over the holidays. If a relationship will not endure “on cruise” for a few weeks, it probably didn’t have the stuff to make it last otherwise.

I encourage you to think of a unique opportunity that the holiday season offers. It is a time for reconciliation. Is there a friend, a family member, a colleague, or another person who is important to you, with whom you have a strained relationship? Pray about this relationship. Love, forgiveness, and hope go a long way in healing frayed or fractured relationships.

You will be amazed at how much happier and how much longer you will live if you clean up your life and get your life in harmony with God, your family and your friends. Be bold and take the initiative in reconciling.

Think about it. It takes a lot of emotional maintenance to keep up a grudge, nurse a hurt, or worse, fuel hate. Psychologists will tell you that such negative attitudes do far more harm to you than the object of your ire.

Think on these things.

May you have a blessed Holiday Season.

## National Cadet Special Activities

1st Lt. Mary Schaeffer, CAP, Director, Cadet Programs, Georgia Wing

National Cadet Special Activities (NCSA) are a wonderful opportunity for CAP cadets to learn, to meet cadets from all over the country and to have fun. The diversity of choices provides something to appeal to everyone. Choices range from flight academies to PJOC to the AF Space Command Familiarization course. Information on individual activities can be found on the CAPNHQ website at:

<http://level2.cap.gov/index.cfm?nodeID=5388>

or in the November issue of CAP News.



The deadline for application for NCSA is quickly approaching. **31 December** is the **deadline** for applications to be submitted on the CAP National Headquarters website for all Summer 2005 NCSA programs. The application process for these activities is done almost entirely online. Paper copies of the online application form are used by the Wings for the ranking process, but no paper forms are sent to National HQ. It is hoped that eventually the process will become completely paperless.

Below is a step-by-step checklist for the NCSA application process. Please read and follow the guidelines carefully to help ensure the prompt and proper processing of your application.

### NCSA Application Process

- Review the list of National Cadet Special Activities and decide which activities you're interested in, have the time to participate in and have the funds to pay for. Please note that NCSA requires that you have completed a Class-A (Wing level) encampment prior to participating in a national activity.
- To access the online CAPF 31 for the NCSA, go to and logon to e-Services. (If you have never registered on e-Services, you will have to go through the registration process first.)
- Click on the NCSA link on the navigation bar on the left-hand side of the screen.
- From the NCSA Main Menu, click on "Online Form 31 for Summer Activities."
- Review your personal information and make corrections, if necessary. Click "Next" when you're ready to move to the next page.
- From the activity list, select the activity or activities that you want to apply for. List the activity that is **most important** to you **first**. This will improve your chances of getting the activities you want.
- Unless you're applying for the International Air Cadet Exchange program, skip the next page.
- Complete the medical information page and then click "Next."
- Review your application. If there are errors, use the "Back" button to go to the appropriate page to make corrections. If everything is correct, print out the CAPF 31.
- Have your parents review and sign the application.
- Submit the completed CAPF 31 to your squadron commander for approval. (Keep copies!!)
- The squadron should collect and forward all the applications to Cadet Programs, Wing HQ.
- Wing HQ will review the applications, rank the cadets and forward the information to NHQ.
- NHQ will enter the cadet rankings and activity preferences into the system, along with the number of slots available in each activity.
- NHQ will first inform the Director of Cadet Programs in each Wing of the selections. Once the DCP has confirmed the rankings are accurate, NHQ will inform the cadets and course directors of selection status.
- If you are listed as an "alternate," it means that you have been placed on a waiting list for the activity. If a slot becomes available, you will be contacted by the course director.
- Information will be sent to each selected cadet regarding the payment deadline from National headquarters. Payments may be made online with a credit card. If parents prefer to use a check or money order, check online for information regarding mailing addresses, etc. Information regarding refunds for cadets canceling their activity participation is also available online.

*IMPORTANT NOTE: The Georgia Wing commander, Col. Don Greene, has indicated that if cadet applications for National Cadet Summer Activities are not completed according to the proper procedure (i.e., the online application process), the applications **WILL NOT** be approved by Georgia Wing.*

## From the Editor

By Capt. Tonya Boylan, CAP, Director, Public Affairs, Georgia Wing

A major part of the job of the Director of Public Affairs for a Wing is the publication of a newsletter. Most newsletters are the result of a collaborative effort. This one is no exception. I greatly appreciate the contributions of members of the Wing staff and various squadrons. Without their articles, photographs and proofreading assistance, the publication you're reading would still be only an idea.

Some of the other aspects of the Wing PAO's job include: recruiting and training subordinate unit PAOs (Public Affairs Officers) and MIOs (Mission Information Officers), acting as the PAO for Wing Headquarters, advising the Wing Commander on matters of public relations and protocol, coordinating Wing-level fundraising and evaluating and reporting on the activities of subordinate level PAOs to CAPNHQ. Needless to say, it's a big job!

The need for active, dedicated squadron and group PAOs is obvious. No one "sells" your program at a local level better than you do. If the public doesn't know that your unit exists or what it's doing, a valuable opportunity has been missed to educate and gain their support for CAP's missions.

The need for trained MIOs is even greater. Georgia is a large state and there are a relatively small number of qualified Mission Information Officers to staff actual missions and SAREXs. MIOs free the Incident Commander from the responsibility of dealing directly with the media and the public during missions. Again, this is a valuable opportunity to inform, educate and gain the support of the public for our missions.

Future newsletters will contain additional information that should be valuable to PAOs, MIOs, squadron commanders and the general membership on public relations in the Wing. Suggestions and input on future content are welcome. The value of a collaborative effort can't be underestimated. Below is a short explanation of submission procedures and dates for upcoming issues.

### Newsletter Submissions

Submissions to the newsletter should be e-mailed to me at: [PA@gawg.cap.gov](mailto:PA@gawg.cap.gov) or [trboyland@touchbase.com](mailto:trboyland@touchbase.com). Photos should be submitted in JPEG format and be high resolution. Typed articles and actual photos may also be submitted. The electronic format simplifies the layout process.

### Newsletter Publication Schedule

#### Winter 2005

Submission deadline – 15 Feb.  
Publication date – 28 Feb.

#### Summer 2005

Submission deadline – 16 Aug.  
Publication date – 31 Aug.

#### Spring 2005

Submission deadline – 17 May  
Publication date – 31 May

#### Autumn 2005

Submission deadline – 15 Nov.  
Publication date – 30 Nov.

# Season's Greetings from the Wing Headquarters!

## Have a safe and happy holiday season!



## SQUADRON NEWS

### Group I

#### Atlanta Senior Sqdn. #1

Atlanta Senior Squadron #1 continues its annual community service project, "YULECAP," for the 25<sup>th</sup> year. Each year the squadron provides a special holiday treat for needy children. The children and their mothers are residents of an emergency shelter for the homeless.

The program, currently being conducted at a church in Decatur, GA., was held in one of the large hangars at Dobbins ARB prior to 9/11. At Dobbins, Santa was flown in to the delight of the children who could watch his arrival. At the Decatur location, Santa is brought in on a City fire truck with lights and sirens blazing. When holding YULECAP at Dobbins as many as 400 children were served. The smaller space available at the church unfortunately limits the number of children and mothers.

The children are treated to all the food they want, entertained with games, and then receive a visit from Santa Claus. Santa presents each child a wrapped gift, suitable for the age and sex of the child. During the games, each child is given a ticket for a prize (whether he wins or not) which he or she can use to select a gift from a table filled with toys and games.

YULECAP is a tradition at Atlanta One. It is the highlight of each year of service to the community. The majority of the squadron members participate in the planning, preparation and conduct of the program.

#### Rome Composite Sqdn.

Cadets from the Rome Composite Squadron are participating in the restoration of a 61 year-old C-47 aircraft. The ongoing project is being done in cooperation with the Tiger Flight formation flying group which is based at Richard B. Russell Airport in Rome.

The final goal of the restoration is to create a flying aerospace classroom. New engines for the aircraft have been recently procured according to 1Lt. Phil Cataldo, a member of the squadron and the founder of Tiger Flight. "We're also hoping to use it as a recruiting tool for Civil Air Patrol," said Cataldo. "We want to get kids excited about flight and about being the pilots of their own lives."

Photos submitted by SM Carole Abbott,  
PAO, Rome Comp. Sqdn.



Old C-47 engine ready for removal.



Cadets and seniors scrub years of grime off the vintage aircraft.



SM Vic Abbott uses a pressure washer to remove mold and mildew from the fuselage.

## Group II

### Sandy Springs Composite Sqdn.

The Sandy Springs Composite Squadron has recently had a change of command. Lt. Col. Brian Berry has accepted command of the unit. He takes over for Maj. Daniel Fisher who has commanded the squadron for several years. Congratulations to Lt. Col. Berry and many thanks for all the hard work to Maj. Fisher.

### Gwinnett Composite Sqdn.

Cadets and Seniors from the Gwinnett Composite Sqdn., Rome Composite Sqdn. and Middle Ga. Composite Sqdn. participated in the Honor Guard Training weekend, 12 – 14 November at the Gwinnett Composite Squadron headquarters. The cadets learned about all the aspects of the Honor Guard program including color guard, drill team, funeral element and the drug demand reduction drama element. C/Maj. Chris Johnson, who has attended the NCSA Honor Guard Academy, was the primary instructor for the weekend.

The CAP Honor Guard program is a non-competition program which provides service to CAP and to the community at large. In August 2004, an Honor Guard made up of cadets from Gwinnett Composite Sqdn. presented the colors at a naturalization ceremony held at the Richard B. Russell Federal Courthouse in Atlanta. Honor guard trained cadets will have a significant role in the 2005 Wing Conference.



Cadets practice rifle drills (above and right) at the Honor Guard Training weekend held at the Gwinnett Composite Squadron.

C/Maj. Chris Johnson (far left) directs cadets in the finer points of the funeral element at the Honor Guard weekend.



## Group III

### Griffin Composite Sqdn.

Cadet Rodney Joye has earned the highest achievement in the Civil Air Patrol Cadet Program. Cadet Joye recently completed and passed all requirements for his Spaatz Achievement. The Spaatz is earned by less than one half of one percent of all CAP cadets.

The members of the Georgia Wing would like to congratulate C/Col. Joye on his outstanding achievement.

## Group V

### New Commanders in Group V

Group V has recently experience several changes of command. Lt.Col. James Thigpen has accepted command of Group V from Lt.Col. Darrell Golliher. 1Lt. Ray Minton replaced Lt.Col. Thigpen as commander of the DeKalb Cadet Sqdn. Lt.Col. Gerald Cleary has accepted command of the Peachtree-DeKalb Sr. Sqdn. from Lt.Col. Julian Black.

Congratulations to these new commanders and many thanks to the outgoing commanders.

## Group VI

### Augusta Composite Squadron

The cadets from the Augusta Composite Squadron are volunteering their time mowing lawns and trimming hedges for the spouses of deployed 202<sup>nd</sup> Military Intelligence Battalion service members. The organization of the project was begun in late August by c/Capt Lisa Higgins, Cadet Commander.

The cadets have also sponsored the families to attend the Boshears Airshow at Daniel Field in October. The families were admitted to the show free of charge and the cadets escorted each family as they toured the displays. The airshow organizers provided lunch for the families said William Higgins, Deputy Commander of the squadron.

### Savannah Composite Sqdn.

Civil Air Patrol World War II pilot, Samuel Pilgrim, Jr., flew bomb laden aircraft from the Charleston, SC Coastal Patrol Base. Now residing in Savannah, GA, Pilgrim poses with his airplane, a Piper J-3, with Lt. Lee Harrison and CAPFLT 921 based in Savannah, GA.

(photos by Capt. Jim Phillips)

